



FURNESS. S.B. Co

SHIP N° 346.

S/S "EMPIRE GUIDON" REPORT N° 17278.

PROFILE & DECKS. AS BUILT.

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FURNESS. S.B. Co.

SHIP N° 346.

S/S. "EMPIRE GUIDON." REPORT N° 17278.

MIDSHIP SECTION. AS BUILT.

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SHIPS N^o 346.
MIDSHIP SECTION.

EQUIPMENT

2 BOWEN ANCHORS 68 CENTS EACH STOCKLESS

1 STEEL ANCHOR 19 CENTS EX-STOCK

225 FATHOMS 2 1/2" STUD CHAIN CABLE 600 CENTS

30 FATHOMS 5" FLEXIBLE STEEL WIRE 6 x 12

120 FATHOMS 4 1/2" SPECIAL FLEXIBLE STEEL WIRE 6 x 24

2 HAWKERS 30 FATHOMS 2 1/2" FLEXIBLE STEEL WIRE 6 x 12

2 WAGGS 30 FATHOMS 2 1/2" FLEXIBLE STEEL WIRE 6 x 12

SIDE GIRDERS WHERE PLATE FITTED
PLATE .38" IN HOLDS .42" INES 8.52
VERTICAL ANGLES $3\frac{1}{2} \times 3\frac{1}{2} \times .40'$
TOP ANGLES $3' \times 3' \times .44'$
BOTTOM ANGLES $3\frac{1}{2}' \times 3\frac{1}{2}' \times .44'$

CENTRE GIRDER
 $4\frac{3}{4}" \times .54"$ FOR $\frac{1}{2}$ LEN & $.46"$ AT ENDS
 .62" IN BOILER SPACE, BUTTS LAPPED & 3 R
VERTICAL ANGLES $3\frac{1}{2} \times 3\frac{1}{2} \times .44"$ SINGLE $.54"$ IN N.S.
 $5 \times 5 \times .44"$ SINGLE UNDER ENGINE SPACE & THRUST
SEATING $5 \times 5 \times .54"$ UNDER BOILER BEARERS

INNER BOTTOM PLATING 44' FOR $\frac{1}{2}$ LEN X TO .40" AT ENDS
 .52" IN E.S. .58" IN S.S. BUTTS LAPPED & 2R
 SEAMS LAPPED & 1R.

TANK TOP CENTRE STRAKE $71\frac{3}{4} \times 50'$ FOR $\frac{1}{2}$ LEN \times
T. 13' 1" E. 50' IN ENGINE SPACE 58' IN BOILER SPACE

BUTTS LAPPED & 3R TO 2R AT ENDS
CENTRE GIRDER TOP ANGLES $3\frac{1}{2}'' \times 3\frac{1}{2}'' \times .48'$ FOR
 $\frac{1}{2}$ END & .44 AT ENDS .58' IN BS

FLOOR RATES 42" THROUGHOUT IN HOLDS & ENGINE SPACE
59" IN BOILER SPACE WATERTIGHT FLOORS 42"x48"x36" WITH
STIFF 6"x6"x36" O.A. SPACED 36" APART FOR OVERFLOW 34" ABOVE TANK TOP
REVERSE FRAME 8"x31"x44" SINGLE. 5/8" IN 8'S DOUBLE 31"x31"x44" IN 8'S
UNDER THRUST ST. 6"x6"x54" UNDER BOILER SPACE
BOTTOM FRAME 8"x31"x44" SINGLE 5"x5"x44" SINGLE FORWARD
HALF LENGTH TO COLLISION BULKHEAD.

FORECASTLE
STRINGER PLATE 35" x 36" BUTTS 1R
STRINGER ANGLE 3/4" x 3/4" x 3/4"
DECK PLATING .32" UNSHEATHED
BUTTS LAPPED 1R
SIDE PLATING .40" SEAMS & BUTTS 1R
CRAINS ON EVERY FRAME AS PER
PROFILE & DECK PLAN.

'K' OUT & IN
 $77\frac{1}{2}'' \times 73''$ FOR $\frac{1}{2} L$ ~~X~~
 TO $46''$ AT ENDS. BUTTS LAPPED & 4R
 FOR $\frac{1}{2} L$ ~~X~~ TO 3R AT ENDS

'H' OUT
 $83\frac{1}{2}' \times .66'$ FOR $\frac{1}{2}L$ &
 TO $.45'$ AT ENDS
 BUTTS LAPPED & 3R

'G' IN
83 1/4' x 60' FOR 2 L & Ø
TO .45' AT ENDS.
BUTTS LAPPED & 3R.

F OUT.
83 1/4' x .60' FOR 3/4 L &
TO .45" AT ENDS
BUTTS LAPPED & 3R

GUSSET PLATE IN WAY OF
PANTING 17" WITH 10-7/8 RIVS

E' IN
 $\frac{7\frac{1}{2} \times .64 \text{ FOR } \frac{1}{2} \text{ L}}{\text{TO } .50' \text{ AT ENDS}}$
INSIDE STRAPS 4R
MARGIN PLATE 36" x .54" .60 IN BS
BUTTS LAPPED & B'R THROUGHT
MARGIN ANGLE $34^{\circ} \pm .35^{\circ}$ TO SHELL
LUGS TO FORME BRACKETS &
ROD ENDS $6' \times 6' \times .44$ SINGLE WITH $12-3/16$

Richardsons, Westgarth & Co. Ltd.

Engine Nos. 2719/20

Boilers.

W. Hpl Rpt No. 18302.

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TO PASS "LLOYD'S" SURVEY		
SHELL	28 47-2 85-3 275 X 100 5625	225 LBS PER "0"
WORKING PRESSURE		220 " " "
TEST	"	380 " " "
HEATING SURFACE ON TUBES		1981 SQ. FEET
" " OTHER PARTS		470 " " "
" " TOTAL		2451 " " "
EX. FRONT TUBE PLATE		2416 " " "
EFFECTIVE AREA OF STAYS		
3" STAY TUBES $\frac{3}{8}$ TH. 9 THREADS PER IN.		2 43 SQ. INS.
3" " " $\frac{9}{16}$ " 9 " " " "		1 98 " " "
3 $\frac{3}{4}$ " " $\frac{3}{8}$ " 9 " " " "		3 14 " " "
3 $\frac{1}{2}$ MAIN STAYS	6 " " "	8 48 " " "
2 $\frac{1}{2}$ " " " 6 " " " "		4 11 " " "
2" SCREWED " 9 " " " "		2 71 " " "
1 $\frac{1}{2}$ " " " 9 " " " "		2 36 " " "
1 $\frac{3}{4}$ " " " 9 " " " "		2 03 " " "
ALL PLATES, RIVETS & STAYS, STEEL -		
TUBES - HOT ROLLED WELDLESS STEEL.		
HOLES DRILLED IN PLACE AFTER BENDING		
TENSILE STRENGTH OF SHELL PLATES - 29 TO 33 TONS "0"		
" " " BUTT STRAP - 29 TO 33 " " "		
" " " GIRDER - 28 TO 32 " " "		
" " " OTHER - 26 TO 30 " " "		
" " " MAIN STAYS 28 TO 32 " " "		
" " " SCREWED - 26 TO 30 " " "		

BOILERS Nos H.2719 - ~~26~~. ~~20/24/25/26~~

SCALE - 1" = 1 FOOT

3-OFF PER CONT. N^o.

Richardsons, Westgarth & Co. Ltd.

Engine Nos. 2719/20/4/5/6/7.

Crankshaft.

W.HPL RPT No. 18302.

REF

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Richardsons, Westgarth & Co's Ltd.

Engine Nos. 2119/20/4/5/6.

Shafting & Stentube.

W. H. P. RPT No. 18302.

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